

Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 EA-09 PM-04 NSC-05 SP-02 SS-15

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E. O. 11652: N/A

TAGS: PORG, EAIR, ICAO

SUBJ: ICAO:AWOP SEVENTH REPORT

1. MEETING OPENED WITH DISCUSSION OF PAPER DP-2 FINAL REPORT MATERIAL ON AGENDA ITEM 1, OPERATIONAL REQUIREMENTS. AFTER SOME MINOR REVISION, THE PAPER WAS ADOPTED BY THE PANEL. THE CONCLUSION STATED "NO CHANGE TO THE OR ESTABLISHED BY THE 7TH ANC, AT THIS TIME." THIS IS IN ACCORDANCE WITH U.S. VIEW. MEETING TURNED TO DISCUSSING PARTIAL REPORT OF MULTIPATH SUBGROUP. MOST OF THE DAY SPENT ON THE REPORT. THE TRSB GROUP ARGUING THAT THE INFORMATION CONTAINED THEREIN PARTICULARLY THE CONCLUSIONS COULD NOT BE AGREED UNTIL ALL WORKING PAPERS ON MULTIPATH HAD BEEN DISCUSSED. CONTENTIOUS CONCLUSION STATED.

A. BOTH C-BAND SYSTEMS SEVERE MULTIPATH PERFORMANCE GOOD. DLS NOT ACCEPTABLE PERFORMANCE IN ALL CASES.

B. OUT OF BEAM AZIMUTH MULTIPATH REJECTION CAPABILITY OF TRSB BETTER THAN DMLS.

C. IN BEAM ELEVATION MULTIPATH REJECTION CAPABILITY OF DMLS BETTER THAN TRSB.

2. TRSB GROUP CONVINCED THAT ELEVATION IN BEAM MULTIPATH REJECTION CAPABILITY OF TRSB EQUAL TO OR SLIGHTLY BETTER THAN DMLS. COMPLICATING FACTOR IS THAT CONCLUSIONS WERE DRAWN BY UNCLASSIFIED

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GROUP OF NON-PROPOSERS AND INTERVENTIONS BY U.S., USSR AND AUSTRALIA NOT APPRECIATED BY THIS GROUP. CONCLUSIONS WERE ACCEPTED PRO TEM PENDING FURTHER MULTIPATH SUBGROUP WORK WITH ADDITIONAL EVIDENCE BEING SUBMITTED BY U.S. ON DMLS PERFORMANCE. PANEL IS NOW VERY CAUTIOUS TO INSURE THAT NO NEW DESIGNS OR IMPROVEMENTS APPEAR IN CONSIDERING MULTIPATH ISSUE. DISCUSSION DISCLOSED SOME DIFFERENCES IN SIMULATION RESULTS BETWEEN LL,

U.K. AND FRG SIMULATION EFFORTS. THESE BEING RECONCILED.
ALSO AIRPORT SIMULATION SCENARIOS SIMULATED BY LL USED BY THE
MULTIPATH SUBGROUP DISCUSSION DID NOT INCLUDE VARIABLE AGC
RECEIVER CHARACTERISTIC. THIS SIMULATION WAS ACCOMPLISHED ON
MARCH 5/6 AND IS NOW AVAILABLE TO SUBGROUP. RESULTS INDICATE
TRSB AT LEAST EQUAL TO DMLS IN ELEVATION CASE. OVERALL
ASSESSMENT - FINAL MULTIPATH SUBGROUP CONCLUSIONS NOT ACCEPTED
YET. FURTHER WORK NECESSARY. USER PANEL MEMBERS CONTINUE TO
PRESS FOR OPERATIONAL IMPACT OF MULTIPATH RESULTS. BRITISH
TODAY INDICATED THE NEED FOR END TO END CONFIRMATION OF
SIMULATION AT THE OPERATIONAL AIRPORTS MODELED. THIS BASED ON
THEIR CONCERN THAT PROPAGATION ASPECTS OF LL MODEL NOT VALIDATED.
THIS IS FIRST TANGIBLE INDICATION OF U.K. INTEREST IN
DMLS TESTS IN U.S. FORMING A PART OF ICAO WORK PROGRAM. US
AND AUSTRALIAN TEAMS WILL ATTEMPT TO STRIKE THIS
REFERENCE FROM REPORT BUT IT HAS SUPPORT FROM NON-PROPOSERS.
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